

**Amendments to the Claims:**

The listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

Claim s1. - 7. (Canceled)

Claim 8. (Previously Presented) A method of operating an internal combustion engine with an injection device, comprising:

feeding combustion air to a combustion chamber via an inlet port;

injecting fuel into the combustion chamber using a fuel nozzle arranged in the combustion chamber;

igniting a formed fuel/air mixture at a certain ignition point using a spark plug arranged in the combustion chamber; and

during the starting of the internal combustion engine, selecting a high-pressure or a low-pressure start as a function of a minimum fuel pressure built up in the injection device within a defined number of cycles, wherein the minimum fuel pressure and the number of cycles are selected as a function of a

combustion-chamber temperature, and wherein the injection of the fuel into the combustion chamber takes place in a timed sequence during the starting operation.

Claim 9. (Previously Presented) The method as claimed in claim 8, comprising, during the starting operation, injecting fuel into the combustion chamber in up to three partial quantities.

Claim 10. (Previously Presented) The method as claimed in claim 9, comprising, during a low-pressure start, injecting the up to three partial quantities into the combustion chamber before the ignition point, and, during a high-pressure start, injecting one or two of the up to three partial quantities into the combustion chamber before the ignition point and one partial quantity is injected into the combustion chamber after the ignition point.

Claim 11. (Previously Presented) The method as claimed in claim 10, comprising determining the ignition point during the starting operation as a function of the combustion-chamber temperature and a difference between an actual speed and an idling speed.

Claim 12. (Previously Presented) The method as claimed in claim 11, comprising, during a high-pressure start, if the fuel pressure drops below a

defined minimum pressure in the injection device, changing the operation over to the low-pressure start.

Claim 13. (Previously Presented) The method as claimed in claim 12, comprising recording combustion-chamber temperature using a temperature-measuring device at the combustion chamber or with reference to a coolant temperature of the internal combustion engine.

Claim 14. (Previously Presented) The method as claimed in claim 13, comprising effecting a low-pressure start at a coolant temperature of less than -15°C or greater than 90°C, effecting a high pressure start at a minimum fuel pressure, built up in the injection device, of at least 10 bar and at a coolant temperature of between -15°C and 90°C.

Claim 15. (Currently Amended) The method as claimed in claim [[1,]] 8, comprising determining the ignition point during the starting operation as a function of the combustion-chamber temperature and a difference between an actual speed and an idling speed.

Claim 16. (Currently Amended) The method as claimed in claim [[1,]] 8, comprising, during a high-pressure start, if the fuel pressure drops below a

defined minimum pressure in the injection device, changing the operation over to the low-pressure start.

Claim 17. (Currently Amended) The method as claimed in claim [[1,]] 8, comprising recording combustion-chamber temperature using a temperature-measuring device at the combustion chamber or with reference to a coolant temperature of the internal combustion engine.

Claim 18. (Currently Amended) The method as claimed in claim [[1,]] 8, comprising effecting a low-pressure start at a coolant temperature of less than -15°C or greater than 90°C, effecting a high pressure start at a minimum fuel pressure, built up in the injection device, of at least 10 bar and at a coolant temperature of between -15°C and 90°C.